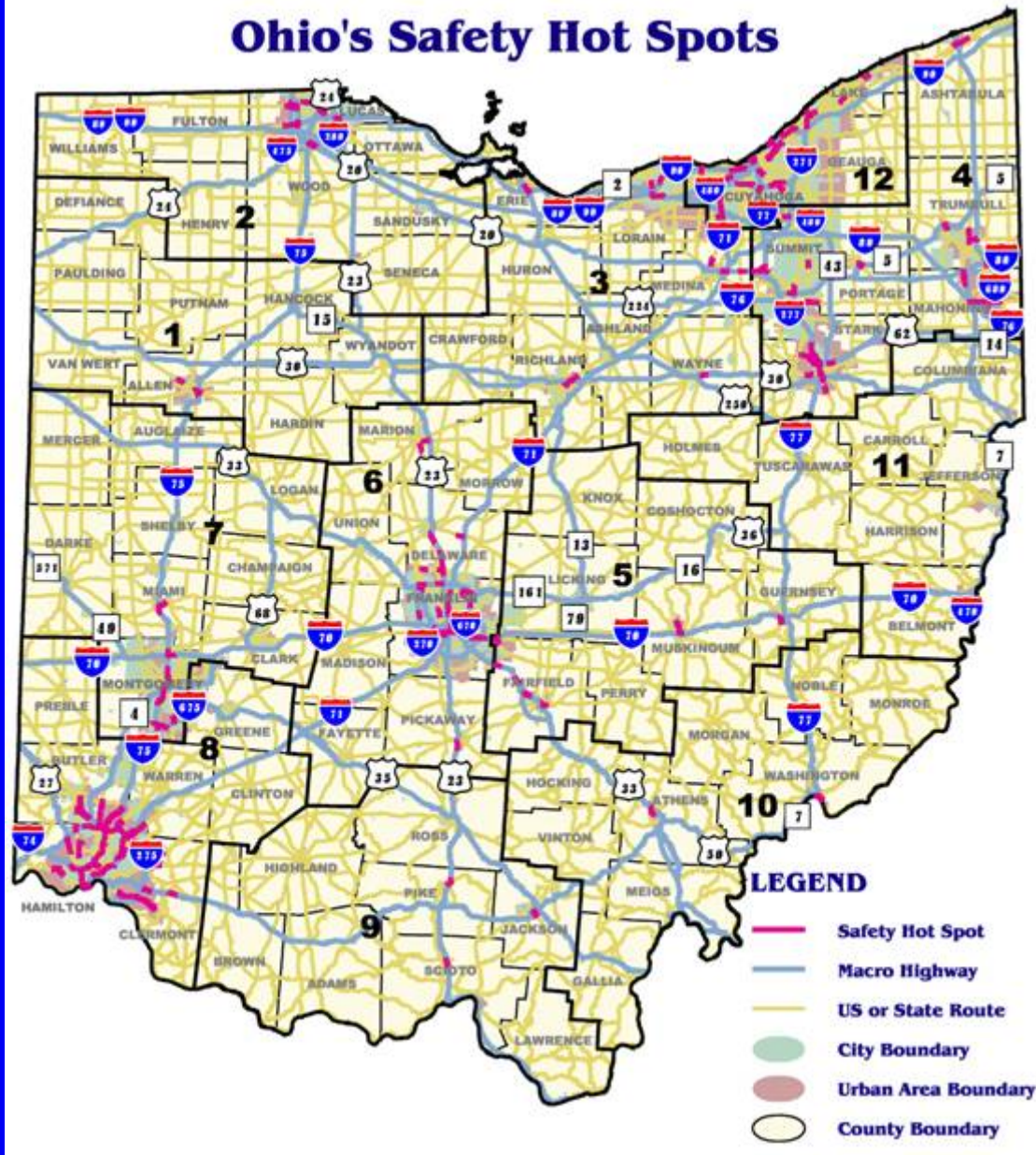


# Ohio's Safety Hot Spots



# Macro Hot Spot Analysis

## pp 4-32 to 4-42

Example:

Corridor 5: I-75/US20/US 23/SR 15 between  
Columbus and Toledo

216 miles; avg. suffic. = 91.3; avg. mobility 87%;  
safety and other hotspots listed & mapped with  
acknowledgment of projects & studies in progress;  
ex. Hot Spot = SR315/US23 interchange study



# Recommendations Roads & Bridges

- Complete Macro Corridors
- Complete Interstate reconstruction program
- Continue safety and congestion program
  - identify, fund & work w/ other programs
- Continue pavement preventive maintenance & “Steady State” strategy / philosophy
  - predict and fund maintenance & reconstruct – to sustain a uniformly high standard



# Recommendations

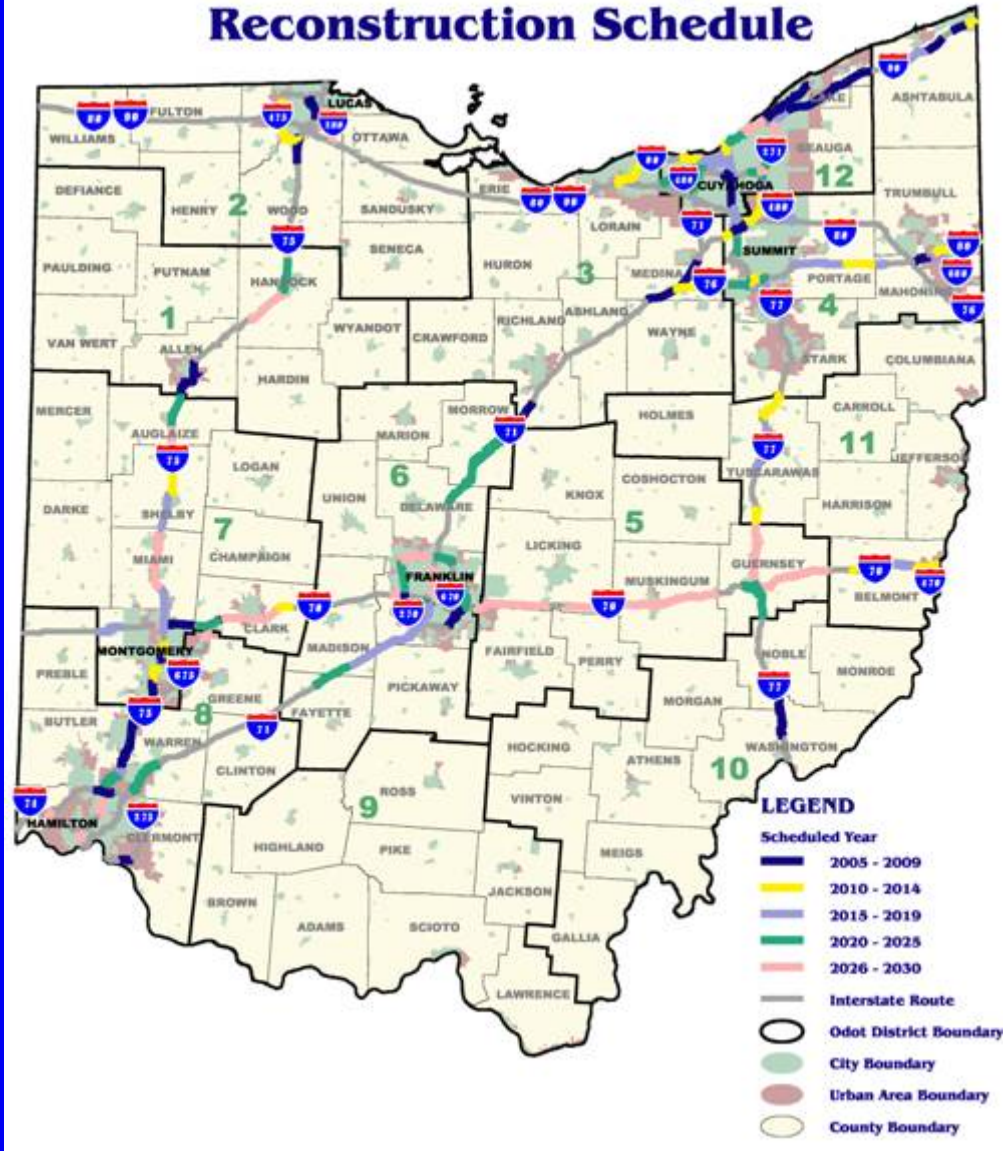
## Roads & Bridges

- Continue an investment strategy to support
- Apply principles of Access Management
- Identify opportunities to:
  - Avoid, minimize or mitigate environmental, historic, cultural impacts
  - Provide safe places to walk or bicycle
- Comply with all U.S. Civil Rights & USDOT regs and directives





# Ohio's Interstate Proposed Reconstruction Schedule



# Transit (Chapter 5)



# Transit Existing Conditions

- 62 public transit agencies serve 59 counties
- 60,000 people employed by public transit related industries
- Ohio is:
  - 10<sup>th</sup> nationally in # of PT passengers
  - 24<sup>th</sup> in amt. of Fed discretionary PT funds rc'd.



# Transit Existing Conditions

- In 2002, Ohio transit systems:
  - Traveled > 100 million miles
  - Transported 132.5 million passengers including:
    - 2.5 million in rural areas
    - 15 million elderly or disabled
- Operates:
  - 3,044 urban vehicles; 509 rural; 700 state owned; 15 miles of light rail (GCRTA)
  - 85% of public transit vehicles are handicap accessible (100% in large urban areas)





# Ohio's Transit Systems



# Transit Recommendations

- Support PT projects and improvements that:
  - Can demonstrate measurable improvements in reducing roadway congestion
  - Strengthen links between transit & other modes
  - See Ch. 12 for project commitments
- Support Major Initiatives:
  - United We Ride
  - FTA's Job Access & Reverse Commute
  - FTA's New Freedom Initiative
  - Rail Transportation
  - Ohio Coordination Program



# Rail (Chapter 6)



# Rail Freight Existing Conditions

- Ohio rail freight tons
  - 28% total Ohio freight tonnage
  - 18% value of all freight in/thru state
  - Originating 61,036,161 tons
  - Terminating 97,329,450 tons
  - Through 131.6 million tons (40% of all through freight)
  - 6% of all US. rail freight tonnage

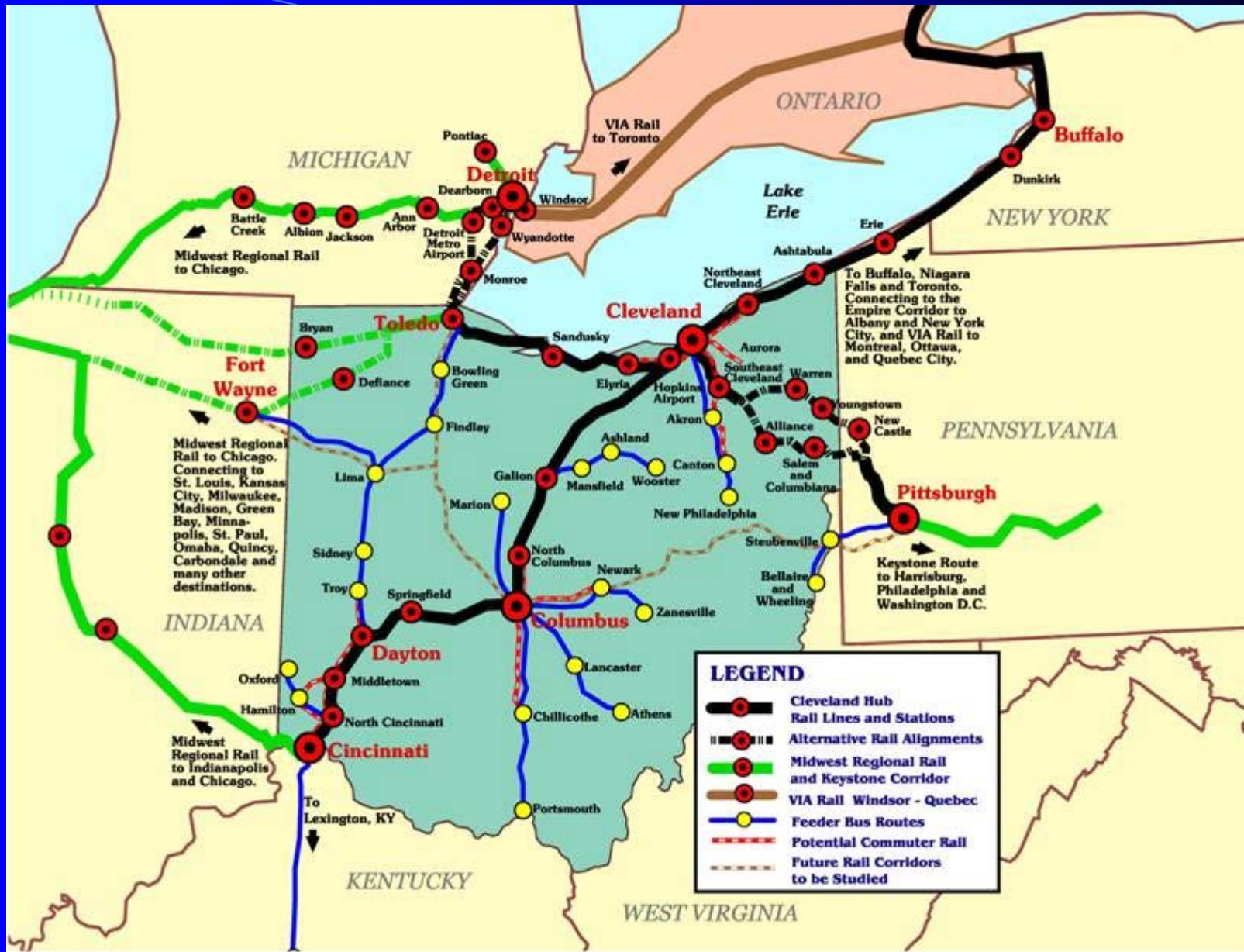


# Rail Freight Impacts

- 1 railcar = 2 ½ semi-trailers
- Equivalent of 18,000 trucks-loads/day are traveling in Ohio by rail
- Short-haul option for Ohio manufacturers
  - 31% of inbound freight (heavy/low value) raw materials critical for manufacturing
- W/out rail – Ohio would see an additional 5.1 million through trucks on the road / year







# Rail Recommendations

- SAFETY - is ORDC's # 1 goal & biggest program. Continue to provide a safe and efficient interface between rail, road and other modes
  - \$15 million/yr to install lights & gates at crossings
  - \$200 million rail-grade separation program (2000-2010)



# Rail Recommendations

ORDC should work to:

- Identify short-line opportunities
- Identify “bottlenecks” and system impediments
- Identify opportunities to improve capacity
- Assist railroads and shippers to utilize assets available through ORDC

